## WASHINGTON, D. C., THURSDAY, APRIL 13, 1905-TWENTY PAGES.

Pages 17-20. The Kvening Star.

## RAILROADS.

STATION CORNER OF SIXTH AND B STREETS. 7:50 A.M. daily. PITTSBURG EXPRESS AND CHICAGO SPECIAL.-Parlor and Dining Cars on Chicago Special Harrisburg to Pittsburg. Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Broiler Parlor Car to Harrisburg.

10:50 A.M. dai.y. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping, Dining, Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo and Detroit. Buffet Parlor Car

10:50 A.M. daily. ST. LOUIS LIMITED.-Sleeping, Dining, Smoking and Observation Cars from Harrisburg to Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harris.

10:50 A.M. daily. MAIN LINE EXPRESS.-Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.

8:30 P.M. daily. CHICAGO AND ST. LOUIS EX-PRESS.-Sleeping and Dining Cars Washington to St. Louis, Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Parior Car to Harrisburg.

6:40 P.M. daily. CHICAGO LIMITED.- Sleeping Car Washington to Chicago, Sleeping, Smoking, Dining and Observation Cars from Harrisburg. For Chicago, Toledo and Cleveland. 7:15 P.M. daily. ST. LOUIS EXPRESS .- Pullman

Sleeping Car Harrisburg to St. Louis and Cincinnatt. 7:45 P.M. daily. WESTERN EXPRESS.-Pullman

Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago. 7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.-Pullman Sleeping Cars Washington to Harrisburg and Harrisburg to Cleveland and

Cincinnati. Dining Car. 1 :40 P.M. daily. PACIFIC EXPRESS.-Pullman Sleeping Car to Pittsburg. Connects for Toledo. 7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Cafe Car. Parlor Car and Coaches to

Buffalo, via Emporium Juaction. 7:50 A.M. for Kane, Canandaigua, Rochester and Magara Falls dally, except Sunday. 10:50 A.M for Elmira and Renovo daily, except

Sunday. For Williamsport daily, 3:30 P.M. 7:15 P.M. daily. BUFFALO NIGHT EXPRESS. with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

7:45 P.M. daily for Erie: for Rochester, Buffalo and Niagara Falls daily, except Saturday, with Sleeping Car Washington to Rochester. 10:40 P.M. for Erle, Canandalgua, Rochester, Buf-

falo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only. FOR PHILADELPHIA, NEW YORK AND THE EAST.

6:00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily, all Parlor Cars, Dining Car. Express, 6:55, 8:50, \*10:00 (New York only), and \*11:00 A.M., \*12:35, 3:15, \*4:45, 6:50, 10:00 P.M., 12:30 night. On Sundays, \*8:50, \*11:00 A.M., 12:01, 3:15, \*4:45, 6:50 and 10:00 P.M., 12:30 night.

For Philadelphia only, Express, 7:40, 10:06 A.M., 12:01 P.M. week days, 2:00, 4:00, \*5:35 and 5:40 P.M. daily; 6:55 A.M. Sundays. For Boston, without change, 7:40 A.M. week days

and 5:35 P.M. daily. FOR ATLANTIC CITY.

Through Pullman Drawing Room Parlor Car, 12:35

For Baltimore, 5:00, 6:15, 6:55, 7:40, 7:50, 8:50, 10:00, 10:50, 11:00 A.M., 12:01, 12:35, 1:20, 2:00, 8:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 4:48, 5:85, 5:40, 6:10, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M., and 12:30 night week days. On Sundays, 6:55, 7:50, 8:50, 9:05, 10:50, 11:00 A.M., 12:01, 1:15, 2:00, 5:15, 3:30, 4:00 (4:00 Limited), 4:20, 4:45, 5:35, 5:40, 6:10, 6:50, 7:15,

7:45, 10:00, 10:40 P.M., and 12:30 night. For Annapolis, 7:40, 8:50 A.M., 12:35, 3:30 and 5:40 P.M. week days. Sundays, 8:50 A.M., 5:40

For Pope's Creek Line, 7:50 A.M. and 4:48 P.M. week (nys; 9:05 A.M. Sundays. Ticket offices, cormr Fifteenth and G streets and at the station, Sixth and B Streets, where orders can be left for the checking of baggage to desti-

nation from botels and residences. Telephone call "Main 1640" for Pennsylvania Railroad Cab Service.

\*Dining Car. W. W. ATTERBURY, J. R. WOOD. General Manager. Pass'r Traffic Manager. GEO. W. BOYD,

Gereral Passenger Agent. SOUTHERN Trains leave from Pennsylvania Station.

Trains leave from Pennsylvania Station.

7:35 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleeper to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-class coaches and drawing room sleeper to New Orleans. Dining car service.

4:01 p.m. Week Days. Local for Harrisenburg and way stations on Manasses branch.

4:55 p.m. Daily. Local for Warrenton and Charlottesville.

4:55 p.m. Dally. Local for Warrenton and Charlottesville.
7:20 p.m. Dally. New York and Atlanta Express. First-class coach to Atlanta, sleeper to
Columbus, Ga., via Atlanta, Simset tourist, sleeper
Washington to San Francisco Mondays, Wednesdays and Fridays. Sleeper to Pinchurst week days,
9:50 p.m. Dally. New York and Florida Express. First-class coaches and sleepers to Columbia, Savannah and Jacksonville. Sleeper to Augusta and Port Tampa. Dining car service a la
carte.

carte.

10:00 p.m. Dally. New York and Memphis Limited (via Lynchburg). First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car

Memphis; sleeper to New Orleans. Dining car service.

10:45 p.m. Dally. Washington and Southwestern Limited. All Pullman train club and observation cars to Atlanta and Macon; sleepers to Nashville, Atlanta, Macon, Memphis, New Orleans.

TRAINS ON BLUEMONT BRANCH.

Leave Washington 8:10 a.m., 1:30 p.m., 4:45 p.m. week days, 5:05 p.m. daily, for Bluemont; 6:28 p.m. week days for Leesburg only. Sunday trains leave Washington 9:10 a.m., 5:05 p.m. for Bluemont. Saturdays only for Leesburg, 11:40 p.m.

Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 9:35 a.m., 9:55 a.m., 3:00 p.m., 9:30 p.m. and 9:50 p.m. daily, Local trains from Harrisonburg 11:55 a.m. week days and 9:20 p.m. daily, From Charlottesville, 8:25 a.m. and 9:20 p.m. daily.

b:20 p.m. daily. Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th street, 511 Pennsylvania avenue and Pennsylva-nia Station. Baggage checked through from hotels

and residences.

Phone 1640 P. R. R. Cab Service.

Phone 1640 P. R. R. Cab Service.

H. B. SPENCER, Gen. Man.

April 11, S. H. HARDWICK, Pass. Traf. Mgr.

W. H. TAYLOE, Gen. Pass. Agent.

L. S. BROWN, Gen. Agent.

Chesapeake & Ohio Ry. Schedule Effective March 27, 1905.
Trains leave Pennsylvania Station.
30 p.m. Duily-CHICAGO AND ST. LOUIS SPECIAL. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Reaches Cincinnati 8:00 a.m., Louisville 11:00 a.m., St. Louis 6:30 p.m. Chicago 5:30 p.m. Pullman service to Louisville, Cincinnati, Indianapolis, Chicago and St. Louis. Through parlor car for Virginia Ifot Springs week days. Dining car from Washington; meals a la carte.

Ind Springs week days. Dining car from Washington; meals a la carte.

11:10 p.m. Dally-F. F. V. Limited. Solid vestibule, electric-lighted Dining Car train to Cincinnati. Pullman sleepers to Cincinnati, Lexington and Louisville without change. Compartment sleeper to Virginia Hot Springs daily
except Sunday. Sleepers Cincinnati to Chicago
and St. Louis. Dining car serving meals a la
carte.

carte.

Reservation and tickets at Chesapcake and Ohio office, 513 Pennsylvania avenue; 609 Fourteenth street, near F, and at the station. Telephone call 1640 for Pennsylvania R, R, Cab Service.

RAILROADS.

Seaboard Air Line Railway TICKET OFFICE, 1421 PENNA, AVE.
For Petersburg, Raleigh, Wilmington, Columbia,
Savannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleans.
10:50 A.M. DAILY-Seaboard Mail-Through
Pullman Sleeper to Jacksonville, Fla., connecting
at Hamlet with Pullman Sleeper to Atlanta. Cafe Dining Car.
7:25 P.M. DAILY—Seaboard Express—Solid train to Jacktonville and Tampa, with through Pullman Sleepers. Als, sleeper to Atlanta on this train. Cafe Dining Car.

Baltimore and Ohio R. R. LEAVE STATION, New Jersey ave. and C st. ROYAL BLUE LINE

TRAINS "EVERY OTHER HOUR
ON THE ODD HOUR" TO
PHILADELPHIA AND NEW YORK.

\*7:00 a.m. Diner, Pullman Parlor,
†9:00 a.m. Diner and Pullman Parlor Car,
†11:00 a.m. Diner and Pullman Parlor Car,
†11:00 p.m. Diner and Pullman Parlor Car,
\*10:00 p.m. Wayat Limited," All Pullman,
\*5:00 p.m. Coaches to Philadelphia,
\*8:00 p.m. Coaches to Philadelphia,
\*11:30 p.m. Sleepers,
\*2:57 a.m. Sleepers,
\*2:57 a.m. Sleepers,
\*2:00 p.m. EVERY HOUR ON THE HOUR

Atlantic City, †7:00, †9:00, †11:00 a.m., †1:00, \*3:00 p.m.

EVERY HOUR ON THE HOUR

TO BALTIMORE WITH PULLMAN SERVICE.
Week days: 2:57, 5:00, 6:30, 7:00, 7:20, 8:00, 8:35, 9:00, 9:30, 10:00, 11:00 a.m., 12:00 noon, 12:05, 1:00, 2:00, 3:00, 4:00, 4:45, 5:00, 5:05, 5:30, 6:00, 6:30, 7:00, 8:00, 10:00, 11:30, 11:35 p.m.

Sundays: 2:57, 7:00, 7:20, 8:35, 9:00, 11:00 a.m., 1:00, 11:35 p.m.

WESTWARD,

CHICAGO and NORTHWEST, \*11:00 a.m., \*5:80 p.m.

CHICAGO and NORTHWEST, \*11:00 a.m., \*5:30 p.m.
CINCINNATI. ST. LOUIS and LOUISVILLE, \*10:05 a.m., \*4:05 p.m., \*12:45 night.
PITTSBURG and CLEVELAND, \*11:00 a.m., \*9:15 p.m. and \*12:40 night.
COLUMBUS, \*5:30 p.m.
WHEELING, \*10:05 a.m., \*5:30 p.m.
WHNCHESTER, \*18:35 a.m., \*4:05, \*15:00 p.m.
ANNAPOLIS, week days, 8:00, 8:35 a.m., 12:05 noon, 4:00, 6:00 p.m. Sundays, 8:35 a.m., 5:30 and 10:00 p.m.
FREDERICK, \*18:35, \$9:15, \$10:05, \$11:00 a.m., \$1:15, \$1:05, \$15:35 p.m.
HAGERSTOWN, \*10:05 a.m. and \$5:00 p.m.
BOYD and way points, \*18:35, \$9:15 a.m., \$1:15, \$1:00, \$1:35, \$10:15, \$11:30 p.m.
GAITHERSBURG and way points, \$1:35, \$9:15 a.m., \$1:15, \$1:35, \$10:15, \$11:30 p.m.
WASHINGTON JUNCTION and way points, \$1:35, \$10:15, \$11:30 p.m.
Pally, \*12:50, \$1:15, \$1:15, \$1:00, \$1:30 p.m.
Dally, \*12:50, \$1:15, \$1:15, \$1:00, \$1:30 p.m.
Pally, \*12:50, \$1:15, \$1:1

## ATLANTIC COAST LINE.

Effective April 8, 1905.

4:30 a.m. daily—Sleeping Cars New York toJacksonville, Fla.

3:45 p.m. daily—Sleeping Cars New York to Jacksonville, Fla., New York to Port Tampa, Fla., via
Jacksonville: New York to Thomasville, Ga. (Tuesdays and Thursdays); New York to Augusta, Ga.;
New York to Charleston, S. C.; Washington, D. C.,
to Wilmington, N. C. Connects at Petersburg for
Norfolk via N. & W. DINING CAR SERVICE on
this train. this train.

For tickets and all information apply at the OFFICE OF THE LINE, 601 PENNSYLVANIA AVENUE NORTWEST, AND PENNSYLVANIA RAILROAD STATION. A. L. REED,
District Passenger Agent, Washington, D. C.
W. J. CRAIG,
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To Norway To the North Cape

and Spitzbergen

to SCOTLAND, the ORKNEY and SHETLAND ISLES, NORWAY and

Around the British Isles

To the Principal Seaside Resorts of GERMANY, ENGLAND, BELGIUM, SPAIN, FRANCE and HOLLAND, by the Twin - Screw Steamers "PRINZESSIN VICTORIA LUISE." "MOLTKE." "HAMBURG" and "METERIA" For itineraries rates, &c. apply

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Holland-America Line. NEW YORK-ROTTERDAM, via BOULOGNE. Sailing Wednesdays at 10 A.M. E. F. Droop & Sons, 925 Pa. ave.; G. W. Moss, 1411 G st. n.w.; David Lindsay, 1306 F n.w. fe2-tu,th&Sa-52t-12

FRENCH LINE, COMPAGNIE GENERALE TRANSATIANTIQUE,
Direct Line to Havre — Paris (France),
Salling every Thursday at 10 a.m.
From Pier No. 42, North River, foot Morton st., N.Y.
\*La Touraine, April 13 \*La Lorraine. May 4
\*La Savoie. April 20 \*La Touraine. May 11
La Bretagne. April 21 \*La Savoie. May 18
EXTRA DEPARTURES
By the Fast Express Steamer,

"LA GASCOGNE". April 22

"LA GASCOGNE". May 20
This Steamer will take 2d and 3d-class only.
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Hamburg - American Line. Plymouth-Cherbourg-Hamburg.

S. S. Deutschland Sails April 27, May 25, June 22, &c. tDania ... April 15; \$Pennsylvania .. April 29
†\*Moltke ... April 20 Hamburg ... May 3
‡Allemannia ... April 22 †\*Bluecher ... May 11
†Deutschland ... Apr. 27; \$Patricia ... May 13
†Grill Reom ... \*Gymnasium on board ... \$Via
Dover for London and Paris to Hamburg ... ‡Direct. New York-Naples-Genoa.

PRINZ OSKAR...... May 9, June 27, Aug. 15 PRINZ ADALBERT.... May 30, July 18, Sept. 12 HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y. E. F. DROOP & SONS, 925 Pa. ave.

AMERICAN LINE. PLYMOUTH—CHERBOURG—SOUTHAMPTON. PHILADELPHIA—QUEENSTOWN—LIVERPOOL. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. NEW YORK—LONDON DIRECT.

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NEW YORK AND BOSTON DIRECT.

TO MEDITERRANEAN AVIA

THE MEDITERRANEAN AVIA

GIBRALTAR—NAPLES—GENOA—ALEXANDRIA

FROM NEW YORK:

CRETIC......April 29, June 15, July 27, Sept. 26

ROMANIC. July 6

ROMANIC. July 6

ROMANIC. Apr. 22, June 3, Aug. 19, Oct. 7

CANOPIC. May 13, June 24, Aug. 5, Sept. 16

WASHINGTON OFFICE, 1306 F ST. N.W.
DAVID LINDSAY, Passenger Agent.
mb22-312t-27-exSun

## NORTH GERMAN LLOYD

Fast Express Service. PLYMOUTH—CHERBOURG—BREMEN.
K.Wm.11. Apr. 18, 5 am Kronpr'2. May 30, 1 pm
Kronpr'2. May 2, 5 am Kaiser. June 6, 10 am
Kaiser. May 9, 10 am K.Wm.II. June 13, noon
K.Wm.II. May 16, 1 pm Kronpr'2. June 27, 11 am
Twin-Screw Passenger Service. 

GIBRALTAR—NAPLES—GENOA.

Luise....Apr. 15, 11 am | Luise....May 20, 11 am tNeckar...Apr. 22, 11 am Irene....June 3, 11 am Irene....Apr. 29, 11 am Albert...June 17, 11 am Albert....May 13, 11 am Luise...June 24, 11 am tNaples only.

OELRICHS & CO...NO. 5 BROADWAY. N.Y.

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(). S. S. Co. For April and May. Go Bermuda. To

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York; ARTHUR AHERN, Secretary, Quebec, Canada; DAVID LINDSAY, 1306 F st, n.w., Washington, D. C.; GEO, W. MOSS, 1411 G st, n.w., Washington, D. C.
mh30-th,Sa,tu,17t,20

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mhll-s.tu&th-tf-16 COURT F. WOOD, Principal.

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&c., Columbia Conservatory of Music, 937 New York ave. EDWIN HART, Prin. 'Phone 1327 F. mh21-27t\* SHORTHAND—WE TEACH SHORTHAND AND guarantee speed of 75 to 100 words per minute in 150 hours' study or refund your money. Day and night sessions. Typewriting, Spanish. STENO-GRAPHIC ACADEMY, 315-316 Colorado building. mh23-d&Su,30t\* PRIVATE LESSONS-MATHEMATICS, SCIENCE, Languages, Music; beginners or advanced students: 20 years' experience. Also literary work criticised or revised. Prof. J., Station G, Box 2513, city. ml:16-30t\*-4

mh16-301\*-4

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Fhorough course in note chain for reading music.
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ap4-tu,th,s,13t\*10 FRENCH LANGUAGE SCHOOL - BEGINNERS' classes forming for spring and summer term; conversation method, 12 private lessons. MLLE. V. PRUD'HOMME, 314 Ind. ave. n.w. (opp. 4th).

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## LEGAL NOTICES.

SUPREME COURT OF THE DISTRICT OF COlumbia, holding a Probate Court.—No. 12490, administration.—This is to give notice: That the
subscribers, of the District of Columbia and the
state of New Jersey, respectively, have obtained
from the Probate Court of the District of Columbia
letters testamentary on the estate of Eleanor
J. Cooper, late of the District of Columbia, deceased. All persons having claims against the deceased are hereby warned to exhibit the same,
with the vouchers thereof, legally authenticated,
to the subscribers, on or before the 12th day of
Agril, A. D. 1906; otherwise they may by law be
excluded from all benefit of said estate. Given
under our hands this 12th day of April, 1905.
JAMES M. GREEN, 1336 New York ave. WM. E.
TUTTLE, Westfield, N. J. ARTHUR D. TUTTLE,
Westfield, N. J. Attest: JAMES TANNER, Register of Wills for the District of Columbia, Clerk of
the Probate Court. HENRY C. STEWART, Attorney. ap13-law,3t

SUPREME COURT OF THE DISTRICT OF COlumbia, holding a Probate Court.—Estate of Philander Lucas, deceased.—No. 12772, administration.—Application having been made to the Supreme Court of the District of Columbia, holding a Probate Court, for probate of the last will and testament of said deceased, and for letters testamentary on said estate, by Frederick A. Fenning, it is ordered this 4th day of April, A.D. 1905, that notice be and hereby is given to the unknown heirs and next of kin of said Philander Lucas, and to all others concerned, to appear in said court on Tuesday, the 9th day of May, A.D. 1905, at 10 o'clock a.m., to show cause why such application should not be granted: Provided, this notice be published in the "Washington Law Reporter" and Evening Star once in each of three successive weeks before the return day herein mentioned—the first publication to be not less than thirty days before said return day. WENDEEL P. STAFFORD, Justice, Attest: JAMES TANNER, Register of Wills for the District of Columbia, Clerk of the Probate Court. F. G. COLDREN, Attorney

## POTOMAC RIVER BOATS.

E. S. RANDALL POTOMAC RIVER LINE. Winter Schedule.
In effect December 24, 1904.
Str. HARRY RANDALL, Mondays and Wednesdays at 4:00 p.m. for Colonial Beach, Colton's, Bushwood, Rock Point, Curriomen, Nomini and intermediate landings on river. Saturdays at 7:00 a.m. for above landings, including Wirt's. On Monday's trip, landings in Lower Machodoc, and Thursday up touching at Wirt's.
STR. ESTFELLE RANDALL, FOR GLYMONT AND intermediate landings at 9 a.m. daily, except Sunday. Returning about 4 p.m. de30-tr

MARYLAND, DELAWARE AND VIRGINIA

RY. CO. Potomac River Route. Spring Schedule. On and after March 6 the steamers Anne Arundel and Northumberland will leave 7th st. wharf every Sunday, Tuesday and Thursday at 4 p.m. for Baltimore and river landings. Returning, leave Baltimore pier No. 9, Light st., every Tuesday, Thursday and Saturday at 5 p.m., arriving in Washington early Monday, Thursday and Saturday arriving in the state of the

STEPHENSON & BRO., Telephone Main 745. Agents, 7th st. wharf. mb9-tf,20

## MEDICAL.

DR. FISK ELGIN. Expert in treatment of private disasses, chronic and acute. Both sexes. All consultations confidential. Medicine furnished. Prices moderate. Hours, 9 to 1, 3 to 6, 7 to 9, 1233 Pa, av. n.w. 'Phone M. 1819, ap3-26t\*

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25 YEARS' SUCCESSFUL
Diseases of the Brain and Nervous System, Skin,
Disease Rank Representation of the hull for the owners. The work on the hull is so far advanced that the date for its launching has been set for April 29, and it is stated the craft will be named Edward H. Gummel, after her managing owner, as soon as launched the Gummel will be taken to Baltimore to have her machinery installed and will be in service in the river Diseases of the Brain and Nervous System, Skin, Blood, Heart, Stomach, Liver, Kidneys, Bladder, Nose, Throat and Lungs, Stricture, Varicocele and Hydrococele cured. No pain, No loss of time. Blood Diseases and Disorders of the Urinary Or-gans promptly relieved and permanently cured by safe methods. Charges low, Free consultation in

WILL EMPLOY COOLIES ASSOCIATION MEETS

DECISION OF EXECUTIVE COM-MITTEE OF CANAL

Details Settled Regarding Organization-Engineer Officers to Form a Special Commission.

The executive committee of the isthmian canal commission was in session yesterday afternoon until a late hour in the office of The conference between this committee. consisting of Chairman Shonts, Governor Magoon and Chief Engineer Wallace, lasted practically during the entire afternoon, with a recess of only half an hour for

Some conclusions were reached as to the formation of the directory of the Panama Railway Company. Chairman Shonts will be the next president of the railway company, and all members of the commission will be directors. Four members of the directory are to be named.

Special Engineering Commission. An important conclusion related to the assignment to duty of the four engineer officers of the canal commission who are not members of the executive committeenamely, Admiral Endicott, Colonel Ernst, General-Hains and Mr. Harrod. These four men will form a special engineering commission quite apart from the board of consulting engineers provided for in the President's order. To this engineering com-mission will be assigned the various engineering problems arising in the course of the construction of the canal. To them are to be submitted all plans of an engineer-ing character of importance, and on these they will ask the opinion of the board of consulting engineers, which body is so far incomplete. The consulting board will re-port on the projects to the full canal commission, and this body in turn will make recommendations thereon to the President

of the United States.

The labor problem was discussed at length. It was resolved that contracts should be made for the employment of 2 000 Japanese and 2,000 Chinese coolies in the canal construction. This is merely a preliminary and experimental move, but if it succeeds the engineers will have an almost unlimited force of labor to draw upon.

Employment of Coolies.

No opinion has yet been had from the Attorney General as to the right of the commission to employ its labor more than eight hours daily, but it has satisfied itself that there is no legal obstacle to the employment of this coolie labor under contract. This conclusion is based on the theory that while the United States exercises control over the canal zone for ad-ministrative purposes, yet the titular sover-eignty over the strip remains in Panama, over which no American labor law can be

held to extend.

An interesting feature of the discussion was a statement by Engineering Commissioner Wallace to the effect that it is en- ladvertiser tirely feasible to construct either a tidelevel or lock canal across the isthmus. though he himself strongly favored the Mr. Bunau Varilla, who recently visited Washington, and who it was supposed was to be a member of the board of consulting engineers, did not desire any such connection with the project, but came principally to submit to the President and Secretary Taft an original plan of his own under which he thought the great canal could be constructed within the term of four years. This project, together with one submitted by Mr. Lindon W. Bates, a Chicago and New York engineer, will be referred to the newly created engineering commission for ex-amination and report.

Rates on Panama Railway. During the conference the delegation of ministers of the west coast South and Central American republics, who saw Secretary Taft Saturday in connection with Panama rail rates, called at the department and were admitted to the secretary's office and introduced personally to the members of the executive committee. They formally submitted the memorial, of which an abstract has been published, defining their complaints at great length, and this was taken under consideration promise from the secretary that there should be greater liberality of treatment of competing transportation lines than now existed in their relations with the Panama

## To Double-Track the Road.

The New York Sun today says that it was finally decided to conduct the road, which is entirely in the pessession of the government, with three- points in view. For the transporting of material for the canal work; to increase its capacity commercially as much as possible, and to earn enough from the freight revenues to maintain the road and the steamship line, and, if possible, to pay interest on the \$7,000,000 the government has invested in the project. with these points in view, it will be pos-sible to make much lower rates, and it is With these points in view, it will be expected that the increase in traffic caused by the reduction will increase the volume of business between the west coast and the United States so much that the actual

earnings will decrease but little.
To carry out the plans discussed it will be necessary to make repairs to the road and furnish it with an entirely new equipment. New engines and cars will be pur-chased. Those now in use will not be discarded, but will be used for work on the canal. The ordinary box car of the present equipment has a capacity of about ten to twelve tons. The new cars will carry at least thirty-five tons, and the new engines will be capable of pulling a much heavier

train than those now in use.

The use of heavier rolling stock will of course necessitate much repairing of tracks and bridges. Ultimately the line across the isthmus will be double-tracked. It is the desire of the commission to maintain the road as a link between the Pacific and the Atlantic until the canal is finished and to make it as important commercially as

It is the intention to establish a flat rate of much less than \$5 a ton for freight transported across the isthmus. This will mean a reduction of probably 20 per cent of the cost of transportation from South and Cen-tral American ports to New York or to Europe. At present, it is cited, the cost of transportation across the isthmus alone is about \$6, and sometimes as high as \$5, a ton. According to Chief Engineer Wallace the actual cost of moving a ton of freight from one side of the isthmus to the other is less than \$1.50.

Finishing Up a Tugboat.

A force of mechanics from a Baltimore marine machine shop are at Solomon's Island, Md., employed in putting in the underwater pipes and machinery of the new tug being built at Davis & Sons' boat yard for Mr. Edward H. Gummel and others of this city. Capt. D. H. Robinson of this city is at Solomon's supervising the building of the hull for the owners. The work on the early in the summer.

OELRICHS & CO., NO. 5 BROADWAY, N.Y.

E. F. DROOP & SONS CO., 925 PENNA. AVE.

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safe methods. Charges low. Free consultation in person or by letter. Hours: 10 to 1 and 3 to 6; sundays, 10 to 1.

have the light burning again, and the mating his wife some time ago, His trial will lantic City meeting for 1905, reported on the doings of the convention. Much attention of the written obligation.

GATHERING OF LIBRARIANS AT

Collections of Books to Public

Secretary Taft at the War Department. eighty-fifth regular meeting of the Disheld in the children's room of the public ture of New York and Massachusetts

In the absence of President Arthur, Vice President J. C. M. Hanson was in the chair. Frederick W. Ashley, secretary, was present. After a short business session Librarian George F. Bowerman was announced to speak on "Library Adver-tising." After taking up the educational side of advertising and of public libraries and the need for advertising the equip-ment of the public library Mr. Bowerman took up the means of advertising, saying

in part: "As in a business house the best adverisement is a satisfied customer, so it is in a library. Let the first effort, there-fore, be inside the library. Of course, the classification and catalogue, the charging system and all the mechanical helps will be what they should be; but by all means the proper spirit should prevail, so that beyond all else there shall be invariable courtesy, hospitality, good will, helpfulness without condescension, plenty of at-tractive books on open shelves and red tape reduced to the minimum

## Should Interest Casual Visitors.

"Another important means of advertising is the library building. Of course it is agreed that the building should first be useful, and after that beautiful. But by all means do not neglect the latter qualification. It should be one of the most attractive buildings in town. It should be a speaking building, with 'pub-lic library' written all over it—not necessarily in words cut in stone—and by its very form and structure should stand for

If the architect has planned a great corridor without provision for a book in -so that the building might be taken for a mausoleum or anything but a library-in spite of the hindrance he has placed in your way, accomplish your pur-pose by bringing out cases of books and comfortable chairs, and thus contrive to introduce the visitor to books as soon as he enters the building. If the building be modern it has a lecture hall. Allow the use freely to all proper organizations —and interpret the 'proper' pretty liber-ally. This may be a powerful agent as an

from parents and teachers, and they pass on the news if they find a thing to enjoy. If the library has an opportunity to make a strong appeal early in life the impression is likely to be a lasting one. Since children do not make close discriminations it is impor-tant in the case of the school room libraries to impress the idea that the books are not text books and are not furnished by the school, but that they are sent by the public library, where there are hundreds more just as good and thousands that they will like to read when their school days are over. In the effort to tie people to the library the children's room and the school room

## through life.

Newspaper Best Medium. "Turning now to what is more generally understood as library advertising matter, I think it is safe to say that the columns of the newspapers are best of all, especially for attracting the attention of those who have never used the library before. The keeping of the library before the public in a live, up-to-date fashion will do more to convince the public of the indispensability of the library to the whole people than any-

thing else. "Sometimes it is possible to have a certain amount of matter appear on certain days in a stated place, as, for example, news notes, select lists of accessions or reading lists, as a part of a Saturday book page. The more timely and newsy the matter prepared for the papers is made the more surely it will

be used.

"The printing of book catalogues is not generally regarded by most libraries as practicable. The printing of subject catalogues in sections is more usual, and the issuing of monthly or quarterly bulletins is general. All bulletins should, of course, be distributed at the library free of charge. Good results may also be obtained from the use of bookmarks, each listing ten or twelve books on a given subject."

Libraries in Prussia. Charles Martel of the Library of Congress was the next on the program, his subject being "The Prussian Gesamtkatalog. In Prussia, he said, there is the Royal Library, containing a million volumes approximately; and, besides, there are scattered through the empire in provincial centers many other book collections. Continuing,

he said, in part: "An article in the Preussische Jahrbrichen suggested that a general collective catalogue of the libraries of Germany, deposited at Berlin, would be of a value to course of time the Prussian ministry of course of time the Prussian ministry of spiritual affairs took the matter under advisement. The whole subject of a co-operative catalogue was investigated, cataloging rules were adopted, and in conjunction with the rules the plan of operation for the union catalogue, to go into immediate effect, was published by authority of that government May 10, 1899. The project was limited for the time being to the compilation of a collective manuscript. the compilation of a collective manuscript card catalogue of the Royal Library and the Prussian university libraries, fourteen institutions in all. This plan provides for the comparison of a manuscript copy of the card catalogue of the Royal Library with those of all the university libraries by means of postal cards sent to all the libra-

means of postal cards sent to all the horaries.

"The methods employed and the progress
made are described in detail in a paper
presented before the St. Louis library conference by Dr. Richard Fick of the Royal
Library. One feature of the undertaking
is the printing of an annual accessions catalogue of the fourteen libraries.

"A fresh discussion of the whole matter
has been started. It is not yet possible

"A fresh discussion of the whole matter has been started. It is not yet possible to foretell the final outcome, but there is every indication that uniform cards for all the libraries will be printed, and that in some respects the methods will be similar to those followed at the Library of Congress. Co-operation and uniformity in cataloguing are easily agreed upon, compared with classification systems. The classification must largely meet the local and particular conditions of each library, the requirements of the people each one serves and the changing conditions."

Business Matters Considered

## PUBLIC LIBRARY.

Discussion of the Means of Bringing

Attention. Many prominent librarians of Washington, and others interested in library work, were present last evening at the trict of Columbia Library Association. library building, on 9th street at the junc-

avenues northwest. Present also at the meeting was Mrs. S. C. Fairchild, vice director of the New York State Library, Albany, N. Y., who is on a visit to the capi-

the idea of books.
"This idea must be maintained inside the building to hold the casual visitor.

"Some of the principles underlying successful advertising are also fundamental in the work of children's rooms and school room libraries. Few children read advertisements, but they are open to suggestions braries are agencies for catching them while they are young, and of so impressing upon them the library idea that it will persist

Concluding the program, C. H. Hastings and H. B. M. Meyers, two members of the local association, who attended the At-

## Cleveland

We have the exclusive agency for property here, and the way this property is sought is well attested by the fact that over \$100,000 worth of residences in Cleveland Park were sold through this office in three weeks.

Publicity is best bought

through the recognized family

newspaper. And the best news-

paper offers the cheapest and

most widespread publicity.

Such is The Evening Star.

GREAT many prophecies have been made about Cleveland Park, and they are logical prophecies. While it is a suburb now, it is right in the line of greater Washington improvements. There's a new million-dollar bridge now being constructed that will practically connect Cleveland Park with Washington by bringing the roadway half a mile nearer. As it is now Cleveland Park is many minutes nearer the center of the city by street car than certain other parts of the city itself. It's the most inviting residence section—and the most promising investment section in or

Call for list of houses from \$6,500 up. Choice building sites offered now that can be bought at SPECULATIVE PRICES if taken at once.

Get Our Booklet on Cleveland Park.

TEN SOLD.

## Homes on U St. In Bloomingdale.

(Only two left, Nos. 80 and 82.) They are beautiful houses, and it is not surprising that they have sold so quickly. You've a chance to secure one of the two remaining houses at this special

Price, \$4,350. -\$300 Cash and -\$20 per Month. These houses have practically sold themselves on the merits of the location, which is one of the best in Bloomingdale, and the very superior

construction of the houses. A new, modernly planned house at anywhere near \$4,000 is sufficiently scarce in Washington to bring these beautiful little residences in great demand-and you can buy them for what you would pay in rent. Stone and brick fronts; reception hall plan, with four rooms on first floor - 3 sleeping rooms - tiled bath - furnace heat - large, dry cellar. Houses modern in every particular, and situated in an improving section. May be bought on payment of sums

of equal merit.

The point at which these houses are located is very high—overlooking the whole neighborhood—fine view in all directions. The price is very

\$5,750 Each.

of 220 feet.

Nos. 16 to 34

Rhode Island Ave.

(Just East of North

Capitol Street.)

Rhode Island avenue, with its un-

usual width of 130 feet, connects with U street in front of this prop-

erty, thus affording an outlook over

two streets of a combined width

-\$500 Cash-Easy Monthly Payments. The houses make a very handsome appearance, with their substantial and ornate fronts of stone and brick; 3 stories, 10 rooms, and the interior is very atractive; reception hall plan; first floor kitchen; full 18 feet wide and unusually deep lots—room for

No. 26-a sample house-open for

TWO SOLD.

inspection and in charge of watch-man. See it—you will be more than that would only pay rent for houses No. 86-a sample house-open daily and Sunday. pleased with the houses as well as

# Moore & Hill (INC.)

EXCLUSIVE AGENTS. 717 Fourteenth Street N.W.

**いたりだりだりだいだいだいだいだいだいだいだいだいだいだいだいだいだい** tention, they reported, was given to the Beautiful Cottage. American Library Association catalogue. One speaker suggested that the next edi-Takoma Park. tion contain (1) more generic notes, i. e., those dealing with books in classes; (2) list of accurate maps; (3) list of best pic-tures and statues; (4) list of best music. Announcement was made last night city water, sewage and gas. Price only \$3.500 that the executive committee is planning

## E. L. Pierson, assistant librarian of the District library, and R. M. Brown, acting librarian of the library of the Depart-ment of Commerce and Labor, have been

Easy terms.

Old River Tradition. Old rivermen say the frequent rainstorms we are now having are not due to the April season, but to the fact that empty barrels are being carried down the river by the vessel loads to the fishing shores where shad and herring are packed. "See a load of empty barrels, prepare for rain squalls," is a time-honored saying among of the District rivermen, and they firmly believe in the saying. There certainly seems to be somefor \$10,000. thing in it, for as sure as a vessel loaded with barrels leaves port a rainstorm comes. It has been suggested that the experiment be tried in time of an extended drought; but, as far as known, this riverman's charm to cause the clouds to weep has never been tried by the scientific

## as loads of barrels are due to leave port almost daily for the next week.

weather authorities of the country. The rains are apt to continue for several days,

for the May meeting, which will be the

annual outdoor meeting, and suggestions as to where to go were asked for.

elected members of the association

Will Replace Buoys. The lighthouse tender Maple, while in port here, will be employed in replacing the buoys in the Georgetown, Eastern branch and river channels in this vicinity. She will be engaged for several days upon the work. The crew of the vessel was yesterday employed in repainting the spars to be used in this vicinity and putting them in readiness for service.

Commander McCrea has appointed William J. Willis of North Carolina keeper of Bluff Shoal light station, North Carolina, vice A. J. Simpson, transferred.

Deepening Nomini Creek Channel. The work of deepening the channel into Nomini creek, which was commenced several weeks ago, but was interrupted by the breaking down of the dredging machine Chesapeake, has been resumed, the Maryland Dredging and Contracting Company, contractors for the work, having sent the big dredge Baltimore to Nomeni, and she has started work there. The Nomini channel, which is to be dredged to Nomini channel, which is to be dredged to a depth of ten feet at low water, is used by salling vessels and by the steamers of the Randall Line, running from this city to river points. Several years ago the Nomini channel was cut through, but the winds drifting the sand against a stone wall, built as a sand-break, has buried it, and, blowing over the wall into the dredged channel, gradually filled it until there was scarcely water enough in it to float the light-draft steamers. light-draft steamers.

Failed to Keep Lamp Burning.

Several years ago the engineer authorities in charge of the long wharf at Fort Hunt, Va., placed a lamp on the end of the pier and kept it lighted at night to prevent vessels from colliding with it. The pier extends out into the channel and is directly in the path of light-draft vessels going up and down the river. Recently, it is stated by the steamboat men, the soldiers in charge of the wharf have failed to keep the light burning, and several escapes from collisions with the structure at night have in consequence been reported. Those in charge of the pier are to be requested to have the light burning again, and the mat-

bath, 3 open fireplaces; large attic; furnace heat;

## 7-Room Cottage

GEO. A. MYERS.

1405 F st. n.w.

At Brookland. All city improvements; large corner lot; chicken yard and house; furnace heat; bargain. Price, \$4,000. Easy payments.

SUBURBAN PROPERTY. 10 Acres in Northwest Section

> -A proposition that should appeal to investors, as the land is admirably adapted for subdivision. 10 acres, located in growing northwest-north of Georgetown and in the District. On car line, 20 minutes' ride from treasury; one fare; frontage of 1,200 feet, on two streets; improved by house renting for \$20 per mo. Owner desiring to make quick sale will sacrifice \$10,000

The Miller-Shoemaker Real Estate 1323 32d st. 'Phone West 40.

lighthouse authorites for the purpose of having a government light established on

Favors Larger Harbor at San Juan. The government transport Sumner arrived at New York yesterday, after a month's trip to Porto Rico and West Indian ports, with the river and harbor congressional committee. Of the fifteen members of the committee, only one, Representative J.

Adam Bede of Minnesota, returned to New

York. Thirteen of the members disembark-ed at New Orleans and one at Norfolk. Speaking of the trip Mr. Bede said:
"The committee is in favor of widening and deepening the harbor at San Juan and making it a rendezvous for a number of war vessels. At present only two or three can be accommodated at a time. It is an excellent situation and impressed the com-

mittee very favorably.
"All the harbor needs is a little dredging. The committee will recommend to Congress that it be improved so as to accommodate the whole of the South Atlantic fleet. It is not the idea of the committee to make San Juan a naval base, but we ought to have it big enough for a rendezvous, as well as for any maneuvers, and so that our ships can run in, in case of any of those sudden

hurricanes down there.
"We visited the harbor of Ponce also and. recommended that it be improved and wid-ened. All the members of the committee are unanimous in the opinion that the work ought to be done right away."

Former Senator McLaurin Lost Suit. In the United States circuit court at Charleston, S. C., a verdict for \$41.639.26 was found against ex-Senator John L. McLaurin, in the suit of the International Trust Company of Baltimore, on a promissory note, the verdict being found by

missory note, the verdict being found by the jury upon the instructions of the court. As president of the Brunswick and Birmingham railroad and vice president of the Brunswick and Western Construction Company Mr. McLaurin gave his personal notes to the trust company. Counsel for defense endeavored to show that McLaurin had been deceived, but this was not deemed sufficient to invalidate the